

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYD- NEY and MELBOURNE	"PRINCE WALDEMAR"	SATURDAY, 13th Aug., 5 P.M.
YOKOHAMA and KOBE	"PRINCE SIGISMUND"	About TUESDAY, 23rd August.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCE LUDWIG"	WEDNESDAY, 24th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULOW"	About WEDNESDAY, 24th August.
KUDAT and SANDAKAN	"BORNEO"	End of August.

* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELBURN & CO.,

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 11th August, 1910.

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 85, Des Voeux Road West
TIMBER YARD—Kendall Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO

H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yucca, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 10th January, 1910.

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed

Hongkong, 6th September, 1900

HUNG ON & CO.,

SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Ware of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

NEW SHOP!
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,

& Co., & Co., & Co.

MOHIDEEN & CO.

Dealers in
CEYLON PRECIOUS
STONES, & Co.,

88 & 40, QUEEN'S ROAD
CENTRAL.

Hongkong, 31st May, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks..... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Owners is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always on hand, (plates, angles and tall shafts all being
tested by Lloyds surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock, and for taking Bailing Vessels in or out of the bay. The floating derrick is capable
of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst
under repair.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Lieber, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1909.



FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE
DEPOT

61, DES VOEUX ROAD.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
35, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone: 125.

Hongkong, 27th January, 1910.

THIN TIN.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 29th June, 1910.

APPENDICITIS VICTIMS.

MANY WELL-KNOWN VICTIMS.

THEORIES ABOUT THE DISEASE.

Quite an alarming number of well-known
people are at the moment suffering from ap-
pendicitis. Among them are:

The Duke of Albs.
The Countess of Crews.
Lady Violet Brassy.
Miss Robson, eldest daughter of the Attorney-
General.
Mrs. R. E. Bellios, wife of the prospective
Unionist candidate for Waltham.
Mr. Anselm Williams, M.P. for Plymouth.
In all these cases, with the exception of
Lady Crews, operations have been performed
this week. Lady Crews has been ill for some
time, but it is hoped that no operation will be
necessary.

Mr. T. Hallett Fry, a well-known barrister
and specialist on income-tax law, died last
month, after an operation for appendicitis.

MEDICAL INTERVIEWS.

It is not only amongst the well-to-do, writes
a representative of the "Pall Mall Gazette,"
that appendicitis is on the increase. Amongst
the middle classes and the poor the disease is
also becoming more prevalent.

"And this is not merely because it is better
recognised now than it used to be," said a
medical authority, discussing the subject with
a representative of the "Pall Mall Gazette."
"It is difficult, however, to assign any special
reason for the increase."

"Has our summer, or lack of summer, any
bearing upon it? No, not at all. There is no
seasonal incidence about it. There are violent
cases summer and winter alike."

"Always, too, there is some new theory
about. At one time cases were attributed to
the use of enemas, at another to the use of
preservatives, like boracic acid, in food
was given as a cause."

"No doubt bad teeth, as in many other dis-
eases, are a contributory cause. The pip
theory is all nonsense. There are some per-
sons who would have appendicitis if they lived
only on a milk diet."

YOUNG MEN AND THE DISEASE.

"The reason, in my opinion, why many
young men get it is that, in their rush from
business, instead of taking time to get a good
meal, they have a lot of preserved and frozen
stuff, which fits in the intestine an
ideal medium for conveying harmful
germs. Though why it should wait till it
reaches the appendix before going wrong is still
a mystery. In a few years, no doubt, we shall
have sufficient statistics to be able to say some-
thing about the determining factor in the dis-
ease, but at present there is no very definite
knowledge."

A general increase in the disease has been
noted in most of the hospitals in recent years.
A 5 or 6 per cent. increase is recorded; for ex-
ample, at St. Bartholomew's in the last year or
two.

Our representative has also discussed the
question with a well-known physician in
the West End. He confirms the view of the
medical authority, quoted above, that there is
no definite reason that can be given for the
prevalence of the disease. He emphasises,
however, a need for caution by stating that
some cases that are described as appendicitis
have been proved not to be appendicitis at all.

One prominent medical authority has recently
expressed the opinion that people would not
be troubled with appendicitis or its symptoms
if they ate less meat.

Public Companies.

HONGKONG ICE COMPANY, LIMITED.

NOTICE

IN accordance with the Provisions of No. 104
of the Articles of Association the General
Meeting of the Shareholders of this Company
DIVIDEND for the half year ended 30th June,
1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after MONDAY, 15th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 9th instant to 13th
instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 1st August, 1910.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be
held at the City Hall, Hongkong, on
SATURDAY, the 20th day of August, 1910,
at Noon, for the purpose of receiving the Report
of the Board of Directors together with a State-
ment of Accounts to 30th June, 1910.

The REGISTER OF SHARES of the Cor-
poration will be CLOSED from MONDAY,
the 8th August, to SATURDAY, the 10th
August, 1910 (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief-Manager.

Hongkong, 3rd August, 1910.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

(CAPITAL PAID UP £1,000,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEES, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Directed by
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1909.

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEES, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Directed by
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1909.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here.

Signal No.

1. A CONE
point upwards
Indicates a Typhoon to the North of the
Colony.

2. A CONE
point upwards
and DRUM
below
Indicates a Typhoon to the North-East
of the Colony.

3. A DRUM
Indicates a Typhoon to the East of the
Colony.

4. A CONE
point downwards
and DRUM
below
Indicates a Typhoon to the South-East
of the Colony.

5. A CONE
point downwards
Indicates a Typhoon to the South of the
Colony.

6. A CONE
point downwards
and BALL
below
Indicates a Typhoon to the South-West
of the Colony.

7. A BALL
Indicates a Typhoon to the West of the
Colony.

8. A CONE
point upwards
and BALL
below
Indicates a Typhoon to the North-West
of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNALS.
The following Night Signals will be exhib-
ited from the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green,
Indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
Indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red,
Indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.

These Night Signals will be substituted the
Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tin Kap.
Tai Po.

This will indicate that there is a typhoon
somewhere in the China Sea, and that a Storm
Warning is hoisted in the Harbour.

Further details can always be given to Ocean
Vessels, on demand, by signal, from the 24th
hours.

Y. C. Fung,
Director.

1910, 1st Aug.

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry,
pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry,
overwork, intemperance, dissipation, excess, youthful imprudence, or other influences incidental to the wear
and tear of modern life. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for
the treatment of all cases of nervous debility, including, but not limited to, the following:—
Headache, neuralgia, neuritis, and all other forms of nerve pain; general weakness, loss of energy, and all other symptoms of nervous debility; loss of memory, and all other symptoms of mental weakness; loss of appetite, and all other symptoms of general debility; loss of sleep, and all other symptoms of nervous disorder; and all other cases of nervous debility, whether induced by any of the above causes, or by any other causes.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor has its marvelous properties ever been equalled in all cases of poor
blood, or other defects of the blood from whatever cause arising. No sooner is it introduced into the
system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease,
and restoring the blood to its normal state. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for
the treatment of all cases of blood disease, including, but not limited to, the following:—
Anemia, chlorosis, and all other forms of blood deficiency; leucemia, and all other forms of blood excess; and all other cases of blood disease, whether induced by any of the above causes, or by any other causes.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is
desired, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually
made of sugar and water) for the sake of extra profit. Price in England 2s. 6d. Every genuine bottle of these
medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In
medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In
medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and effective
treatment of all cases of nervous debility, and all other symptoms of nervous disorder, and all other cases of
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Intimation.

Powell's

ARE SHOWING

UPHOLSTERED

FURNITURE

IN

GREAT VARIETY.

LARGE, DEEP

AND

COMFORTABLE

LOUNGE

CHAIRS

SETTEES.

Chesterfields.

DINING

CHAIRS

OFFICE

CHAIRS

FANCY

CHAIRS

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

SPLendid HEROISM.

TALK OF D SPERATE FIGHT IN

CENTRAL AFRICA.

SURVIVOR'S DESCRIPTION.

A Lieutenant of the Timbuctoo Camel Corps relates in the Echo de Paris, a desperate fight made by the detachment under Captain Grosdemenge, at Abbeville, on November 29 last, the enemy being 150 strong, armed with modern repeating rifles. He received the news by a dromedary runner from Lieutenant Morel in a despatch as follows:—

I have the honour to report that in the action at Abbeville (as above described) Captain Grosdemenge met a glorious death, Adjutant Rossi and Sergeant Davelotte were wounded, two native sergeants dangerously wounded, sixteen sharpshooters killed, and eighteen wounded. The only survivors are the lieutenant, with one European sergeant, and thirty-five sharpshooters thoroughly exhausted after the night attack and fighting through the next day for fifteen hours at a stretch. The terrain was almost totally annihilated, leaving at the wells of Abbeville all their cattle with sixty dead. Having to many of his men wounded, Lieutenant Morel was unable to follow up the enemy, and is making for Bon Djebba, where he urgently begs for a doctor to be sent from Timbuctoo. The company is bringing back the body of its captain.

Upon receipt of this news the correspondent went at full speed to Araouan, and, taking all medical stores he could find, started for Bon Djebba, where he arrived on December 10, covering the 75 miles in a day and a half. There he found the remains of the gallant company under Lieutenant Morel, who had brought them 330 miles with the loss of four, who had died of their wounds. He thus goes on with his story:—

I was especially sorry for the death of the active sergeant, Datta Fafana, whose behaviour had been splendid. He was wounded four times without leaving his post, and died stoically in his camp. His body had been brought back with that of his captain, and they lay at a little distance wrapped in canvas and sewn up in leather.

Sergeant Davelotte had had his left arm shattered by a bullet which had just passed through the brain of a sharpshooter whose sight the sergeant was adjusting. The native sergeant, Kalita was one of the worst cases with a terrible wound in the thigh. Nevertheless he had continued fighting as long as he could, and then dragged himself to his captain, and, saying in broken French, My thigh is smashed, faintly away. What he must have suffered during the ten days' ride on camel back may be imagined. The bugler Mousa, a Sidhe, was past hope. He had remained by the side of his commanding officer to the end, and when he saw that the captain was mortally struck, had cried, Can't leave Captain! all we die here. He had three bullets in the left leg, and gorgone had already set in.

Lieutenant Morel was at one time surrounded by the enemy and in a most critical position. His orderly, a young Bambara negro, fifteen years old, had defended him with the bayonet, and after killing four Berbers had just strength to hand his rifle to the lieutenant before falling dead at his feet.

I cannot fail to relate the end of Captain Grosdemenge. With his left foot shattered by the first wound, he continued, stretched on the ground, to direct the operations. Whilst being carried by a Senegalese sharpshooter to where the lieutenant was fighting, he was shot through the spine, and being laid down close to Morel, he never ceased encouraging his men till his last breath, only expressing a wish to be buried at Timbuctoo.

It would be difficult to find in the annals of any army a tale to surpass this in its incidents of simple and devoted heroism, shared between white commanders and black troops, and it might well be published officially in general orders as an answer to the miserable anti-militarist propaganda of Herve and his like.

BLIND MUSICIANS.

MARVELLOUS FEATS OF MEMORY.

The remarkable playing of Mendel, the blind pianist now appearing at the Tivoli Theatre draws attention to the wonderful performances of several other sightless musicians—musicians who—in spite of their terrible handicaps—have proved more than a match for rivals who enjoy the use of their eyes.

It is not long since Professor T. G. Roberts, the youthful instructor of music at the State School for the Blind at Portland (Oregon), astonished the musical world by an amazing feat of memory. Although absolutely blind, Mr. Roberts, during the rendering of the cantata "The Holy City" at a musical festival at Portland, played the organ superbly for one hour and a quarter entirely from memory without stinking a single false note.

THE LANDGRAF OF HESSE-CASSEL.

One of the most talented musicians in Europe to-day is the Landgraf of Hesse-Cassel, who has been blind from his birth. As a child he developed a positive genius for music, and while a pupil at a school for the blind near London used to keep visitors entranced by the hour by his marvellous playing on the piano and organ. Some of the feats he performed were indeed little short of marvellous. In order to test his powers clever musicians would play long and difficult pieces by Bach, Mozart, or others of the great composers. The young Prince would take his seat at the piano, and although he had never heard the piece before he would repeat it from beginning to end, not only without missing a note, but with a brilliance of technique and with a feeling which made his hearers exclaim with delight.

On one occasion, it is said, he played continuously for over two hours pieces from the great masters chosen at random by members of his audience.

The Landgraf is equally clever as a composer, and his compositions, the first performances of

which are usually heard in Paris, rank high amongst the modern works of the day.

SCHWARTZKOPF'S WAGON.

A few years ago a German was travelling at the feet of a blind youth called Schwartzkopf, who had never had a lesson in music in his life. In spite of this drawback, he was able to play the piano, and indeed, almost any other instrument, with a perfection of execution which any professor might well have envied. If he heard an opera, he could be revivifying home repeat almost every note he had heard. His most remarkable performance, as a feat of musical memory, has probably never been rivalled. For a wager of one hundred marks Schwartzkopf, who was then only 17 years old, undertook to repeat, note for note, any pieces played by half a dozen of his musical friends in the course of an hour, and without making more than twenty mistakes.

The news of the wager naturally excited considerable interest in the musical world, and the hall in which the performance took place was crowded to the doors. One after another the six musicians played the most intricate and difficult pieces in their repertoires; and when at the expiration of the hour Schwartzkopf took his seat at the piano, he replayed every piece in exact order, making only fourteen slips in fifty minutes' playing, during which he struck tens of thousands of notes.

Almost equally remarkable was the memory of M. Chataignon, a blind musician of Paris, half a century ago. M. Chataignon conducted hundreds of concert programmes entirely from memory. On one occasion he accompanied on the piano a rehearsal of an entire opera, at the same time transposing the music half a tone; and he gave a score of piano recitals, chiefly of Beethoven's sonatas, striking no fewer than a million and a quarter notes, each of which had to be retained in its exact position in his memory.

Auctions.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by

PUBLIC AUCTION,

TO-MORROW,

the 12th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong,

In Three Lots.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES

situate at Victoria Road, viz.:

Lot 1. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section E of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 5 Stone Nullah Lane. Area 220 square feet. Term 99 years. Annual Crown Rent \$15.35.

Lot 2. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section F of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 3 Stone Nullah Lane. Area 894 square feet. Term 99 years. Annual Crown Rent \$14.93.

Lot 3. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section G of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 1 Stone Nullah Lane. Area 943 square feet. Term 99 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Princes Buildings, Ice House Street,

Solicitors for the Vendor,

or to

Mr. GEO. P. LAMBERT,

the Auctioneer.

Hongkong, 30th July, 1910. [516]

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Intimations.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations and substitutions, our "trade mark" is put on every bottle of "Wampole's Preparation," and without it none is genuine. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it creates an appetite, aids digestion, renews vital power, drives out disease germs, makes the blood rich and full of constructive elements, and gives back to the pleasures and labours of the world many who had abandoned hope. Dr. S. H. McCoy, of Canada, says: "I testify with pleasure to its unlimited usefulness as a tissue builder." Its curative powers can always be relied upon. It makes a new era in medicine, is beneficial from the first dose and represents effective medical treatment of the twentieth century. "You can trust it as the Ivy does the Oak." One bottle convinces. Watch carefully against imitations. At all chemists here and throughout the world.

HONGKONG GYM KHANA CLUB.

THE EXTRA GYM KHANA MEETING postponed from SATURDAY, the 6th instant, will be held on SATURDAY, the 13th instant, commencing at 3.30 P.M.

REGINALD F. O. MASTER,

Hon. Sec. and Treasurer.

Hongkong, 8th August, 1910. [530]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are: Opium, Spirit, Gambling, and Pawning Rights; the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Gibb Livingstone & Co., at Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below:

For every 3 hoo packet ... \$0.14
" 4 " " ... 0.19
" 5 " " ... 0.24
" 6 " " ... 0.28
" 3 chi receptacle ... 1.45
" 1 talil ... 4.80

Hongkong, 10th June, 1910. [414]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GRAY PAINT.

DANIEL'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

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HONGKONG AVERAGE MARKET

PRICES.

Corrected 4th August, 1910, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cattle.

Beef—Striploin & prime cut—Mei Lung ... 20

" Corned—Ham Ngan Yuk ... 22

" Roast—Shit ... 22

" Breast—Ngau Lam ... 25

" Soup, Tong Yuk ... 20

" Steak—Ngau Yuk Pa ... 20

" Sirloin—Ngau Lau ... 20

" Sausages—Ngau Yuk Chuan ... 26

Bullock's Brains—Know ... per set

" Tongue fresh—Ngau Li ... each

" Corned—Ham Ngan Li ... 20

" Head—Ngau Tan ... 25

" Heart—Ngau Sum ... per lb

" Hump, Salt—Ngau Kin ... 18

" Feet—Ngau Kook ... each

" Kidneys—Ngau Yiu ... 9

" Tail—Ngau Mei ... 18

" Liver—Ngau Com ... 12

" Tripe (undressed)—Ngau To ... 6

Calves' Head and Feet—Ngau-chai

" Tail—Kook ... \$2.00

Mutton Chop—Yeung Pal Kwat ... 22

" Leg—Yeung Pal ... 22

" Shoulder—Yeung Shan ... 20

Pigs' Chilling—Chi cheong ... 22

" Brains—Chi Kook ... per set

" Feet—Chi Kook ... 12

" Fry—Chi Chak ... 15

" Head—Chi Tan ... 15

" Heart—Chi Sum ... each

" Kidneys—Chi Yiu ... pair

" Liver—Chi Kon ... 10

Pork, Chop—Chi Pal Kwat ... 18

" Corned—Ham Chai Yuk ... 18

" Leg—Chi Pal ... 14

" Fat or Lard—Chi Yau ... 18

Sheep's Head and Feet—Yeung Tan

" Kook ... 10

" Heart—Yeung Sum ... each

" Kidneys—Yeung Yiu ... 6

" Liver—Yeung Gon ... 14

Sucking Pigs, To Order—Chi Chai ... 22

Suet Beef—Sang Ngau Yau ... 22

" Mutton—Sang Yeung Yau ... 22

Veal—Ngau Chai Yuk ... 10

" Sausages—Ngau Chai Yuk Tong ... 10

POULTRY.

Chicken—Kai Chai ... 3

" Oposon, Large, Small—Sia Kai ... 33

Ducks—Ad ... 28

" Doves—Pan Kan ... each

Eggs, Hen—Kai Tan ... per doz.

Fowls, Canton—Kai ... 24

" Hainan—Hoi Nam Kai ... 24

Geese—Nga ... 24

Geese, Wild Shanghai—Sheng Hoi Ye

" Nga ... pair

Musk Deer—Wong Keng ... each

Hare—Ta Chai ... 1

Partridge—Chi Khoo ... 1

Pheasant—Shao Kai ... pair

Pigeons, Canton—Pak Kup ... each

" Holbow—Holbow Pak Kup ... 24

Quail—Um Chai ... 1

Rice Birds—Wo Fa Chai ... dozen

Snipe—Sa Chai ... each

Turkeys, Cock—Fo Kai Kung ... per lb

" Hen ... Na ... 55

Wild Ducks, Shanghai, Sulap ... pair

Teal, Shanghai, Sulap Chai ... 1

Wild Ducks Canton—Sang Shing Sul

" Ap ... per pair

FISH.

Barbel—Ka Yu ... 10

Bream—Bin Yu ... 10

Canton Fresh Water Fish—Hoi Sin Yu ... 10

Carp—Li Yu ... 20

Catfish—Chik Yu ... 10

Coddish—Mou Yu ... 10

Crabs—Hoi ... 10

Giant Fish—Muk Yu ... 10

Dab—Sa Mang Yu ... 10

Dace—Wong Mei Lun ... 10

Dog Fish—Ti To Sa ... 10

Eels, Gorgor—Hoi Man Yu ... 10

" Fresh water—Tan Sai Yu ... 10

" Yellow—Wong Sin ... 10

Frog—Tien Kai ... 10

Garoupa—Sak Pan ... 10

Gudgeon—Pak Kup Yu ... 10

Herring—Tao Pak ... 10

Halibut—Cheong Kwau Yu ... 10

Loach—Wong Fa Yu ... 10

Lobster—Lung Ha ... 10

Mackerel—Chi Yu ... 10

Milk Fish—Mon Yu ... 10

Mullet

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 11, 1910.

CHINA'S PARLIAMENT.

Although their good faith in the matter has been very much questioned by many Chinese and by foreigners alike, it appears now that the Imperial Government are thoroughly in earnest in their resolve to institute a House of Parliament. The initial step in the matter has been the formation of a Senate, designed to be the foundation and also to foster the spirit of a Parliament; and we learn from official sources the inaugural meeting of this body has been convened for the 20th day of the 8th moon (23rd proximo). An Imperial Edict, issued on the 27th of June, read in part as follows:—"We are in receipt of a memorial from the Senate, submitting a petition from Sen Huang-yi, member of the Provincial Assembly to Chihli province, delegates from the different provinces and others, in which they pray for the speedy opening of a Parliament. We have perused and noted its contents. With regard to the question of expediting the inauguration of a Parliament. We received a joint petition on the 12th moon last year on the subject, when we issued an Edict clearly stating that on the completion of the preparations in nine years, and when the required standard has prevailed among the people in the whole empire, we shall resolutely issue a Decree and fix a time for

Parliament to be assembled." In the same Edict the hope was expressed by the Throne that its Ministers and people would not aim at empty names and sacrifice actual results—which, truly, is a piece of wise counsel and a consummation devoutly to be wished. In the early part of the current year the Commissioner of Constitutional Reforms reported the despatch of properly chosen deputies to the different Provinces for the purpose of scrutinising the constitutional measures carried out as compared with the preparations laid down on the programme, and the Commission also ordered the Provinces to estimate the expenditure required to carry out the preparations. The Throne declares:—"In view of the serious burden entrusted to Us by the last Emperor and considering the sincerity of the prayers and cries of Our subjects, We have been filled with solicitude day and night, and We deeply hope that as soon as constitutional government is established Our anxieties and labours may be lightened. We grieve not the creation of houses of Parliament in any way. We feel, however, the paramount importance of government and the great multitudinousness of constitutional measures. On the rapidity or slowness and the order of action hanging government or anarchy, safety or danger." Then follows the sage reflection that rash action brings regrets, but mature contemplation ensures safety. Though the Throne avers that it has no grudge against the granting of a Parliament, there is a pretty general consensus of opinion abroad that, much in the same way as Russia conceded the establishment of a Duma, its hand has been forced in this instance by the spirit of unrest that is making itself apparent more and more each day in China, for it is an indubitable fact that the authorities are constitutionally and inherently averse to any tampering with the old order of things. This spirit of unrest is traceable to a variety of causes. The people as a whole have made very great advancement in their general knowledge of the outside world. Hundreds upon hundreds of Chinese youths are annually sent to Europe and America to be educated. It is to these facts, indisputably, that we have to look when we seek a reason for the numerous self-government societies which have sprung up all over the Empire within recent years. In many ways, these organisations have already made their power felt, as witness the several boycotts that have been engineered through their headquarters. One thing that is causing dissatisfaction to the members of these societies is the slow process which the Imperial Government are going to in establishing this national Parliament. The self-government enthusiasts want a Parliament at once. They can see no good reason for putting off its formation for other nine years. Let us govern our own country, they say, as other free countries are governed. But the Throne is absolute in its decision to follow on the plan previously laid down, to await completion of the nine years' preparation before fixing the date, for the convention of a Parliament. The Throne is apparently determined to hasten slowly in this matter. So far no hint has been dropped regarding the constitutional elements that will go to the formation of this new national Chamber, though in the Imperial Edict the following words appear:—"As to the position of a House of Parliament, it is in constitution an organ to counsel legislation. There are many measures collateral to a Parliament which are important, but in not all of which Parliament can participate." To expect that once Parliament is opened complete success is ensured and prosperous rule will be attained would be going against the experience gained in other countries. Moreover, as the Edict points out, in view of the wide territory and the present financial straits, added to which are repeated local distresses and fears of unrest, the progress of constitutional measures cannot but be hindered. "The Throne exacts results according to the execution of the measures to the assigned periods, and has never allowed the execution of the measures to be relaxed. Our unceasing and urgent desire for able administration should have been appreciated by Our Ministers and people." So that for the time being the Chinese people will have to content themselves with the approaching convention of the Senate which is expected "not only to form the foundation but to foster the spirit of a Parliament."

LOCAL AND GENERAL.

Mr. T. Sutherland joined the Volunteer Corps on the 9th August.

The Bishop of Victoria is announced to preach at St. Stephen's Chinese Church, West Point, on Sunday next, at 11 o'clock.

Mr. McLeod, of Raub, has succeeded in bagging a full-grown black panther which has been carrying away cattle.

A surveyor's office was playing with a loaded gun in Kelantan the other day. It went off and the charge lodged in the cheek of another coolie. The latter died of the injury and shock.

"A SHARPSHOOTER" has failed to comply with the editorial requirement in not sending his name with the letter which he desires to have published in these columns.

TELEGRAPH lines to Tokio and Yokohama are now restored but traffic is subject to delay owing to block.

SAFFER O. Picquet, of the Engineer Company, H. K. V. C., is permitted to resign with effect from the 2nd August.

PEPPER and gambler are still being cultivated to a certain extent in Ulucla and Kuala Langat districts.

Two seamen belonging to the U.S.S. Wilmington were fined \$5 each and ordered to pay \$5 compensation at the Magistracy this morning for throwing a ricksha into the harbour.

GRAMOPHONE, it was ruled by Mr. Justice Parker in the Chancery Division, is the generic word for a disc talking machine, and there is no trade monopoly in the use of the word.

JAMES Alexander Windsor, a Singapore Jeweller, was brought up before Mr. E. R. Halliday in the Police Court this morning for being in alleged unlawful possession of a charm. The case was remanded, bail being allowed in the sum of \$500.

GUNNER J. J. S. Kennedy of No. 3 Company, Hongkong Volunteers, is granted leave of absence for 4 weeks with effect from the 4th August. Sergeant M. E. Wright of No. 3 Company is granted leave of absence for 12 months with effect from the 10th August.

In *Tinian* hears that the Secretary of State for the Colonies has commissioned Mr. Stubbs, of the Colonial Office, to come out to the Straits Settlements and Federated Malay States to report on the salaries question, and also the continuation of the 10 per cent. allowance.

OPERATIONS have been commenced again in Tobermory Bay, Highlands, for the purpose of finding the sunken Spanish Armada treasure. Lieutenant Foss, who directs the arrangements, has located the sunken treasure ship inside an area of 400 square feet. She is understood to contain gold plate of enormous value. Ceylon pearl fishing divers, who work without diving dresses, are to be employed.

ACCORDING to *The Builder* a new building in its construction at the north-west corner of Wall and Nassau streets, on a ground plan measuring 94 feet by 97 feet, will extend 539 feet above the street level, an elevation which will make it the third tallest office building in the world, the Metropolitan tower being 700 feet high and the Singer tower 612 feet. The tower will be finished with a pyramidal cap 94 feet in height, which will be utilized for holding the water-tanks.

THE case in which a native was charged by Detective-Sergeant Wills with the alleged larceny of \$310 worth of jewellery from Miss Hilda Hailes at the Victoria Cinema, was concluded before Mr. E. R. Halliday at the Magistracy this morning, when a pawn-broker was fined \$10 for failing to detain a person whom he had reasonable cause to suspect. The man who was suspected to have stolen the articles was discharged. Part of the stolen property has been recovered.

A FIFTEEN-YEAR-OLD youth who had recently been sentenced to receive twelve strokes of the birch for larceny was this morning awarded three months' hard labour, six hours' stocks and twelve strokes of the birch for snatching a gold ear-pick from the person of a native woman. The latter was walking along Stanley Street, when the youth approached her from behind and made away with the article into a tea-shop. A detective gave chase and found the article, which was of Chinese gold, twisted into a small size and safely ensconced in the culprit's mouth.

CANTON DAY BY DAY.

OPINION IN KWANGTUNG.

[From Our Own Correspondent.]

Canton, 10th August.

In accordance with instructions received from Peking, H. E. Viceroy Yuan has ordered his subordinates to ascertain the result of the enforcement of the regulations prohibiting opium smoking in Kwangtung, and to submit to him a report on the investigation, giving in detail the amount of land that was used for poppy plantation and has since been planted with other crops, number of opium shops that have been closed, the number of anti-opium refugees that have been established and the number of opium smokers who have recovered from the habit of opium smoking.

CHINESE IN SIAM.

On receipt of information to the effect that the Chinese, mostly natives of Kwangtung and Fokien, residing in Siam, have recently been called upon to pay a poll tax to the Siam Government and that they are furthermore given differential treatment there, Viceroy Yuan Shu Hsun has forwarded, to the Ministry of Foreign Affairs at Peking, a despatch in which he expressed great sympathy with the Chinese residents in Siam in their grievances and urged the Ministry to take into consideration the necessity for concluding, at an early date, a treaty between China and Siam, and appointing a Chinese Minister to that country with a view to adequately protect the Chinese residents there, thus relieving them from further disabilities.

FOREIGN DEPUTY.

Taotai Sah, the newly appointed chief deputy of foreign affairs in Canton, took up his duty on the 9th instant. Taotai So, transferred to the Straits Settlements as Chinese Consul, Taotai So will proceed, in the course of a week, to his destination to take up his new appointment.

VALUABLE PROPERTY SALE.

OVER A LAKH OF DOLLARS REALISED.

Mr. Geo. P. Lammett put up for sale this afternoon, at his auction room, one lot of valuable leasehold property in Hongkong. The lot comprised houses Nos. 39 to 47 (odd numbers), Hollywood Road, and 48 to 62 (even numbers), Lydcher Terrace. It is described as all that piece or parcel of ground situated at Victoria in the Colony of Hongkong, measuring on the North side thereof 125 feet or thereabouts, on the South and West sides thereof, respectively, 165 feet or thereabouts, and on the East side thereof 120 feet or thereabouts, which said piece or parcel of ground is registered in the Land Office as Inland Lot 107 and is held for the residue of a term of 99 years from the 8th day of May, 1852, subject to the payment of the yearly rent of £15 sterling and to the performance of the covenants and conditions contained in the Crown Lease under which the said lot is held. Area 9,314 square feet.

The sale attracted quite a number of Chinese property owners and brokers interested in leasehold estates. The price first offered for the property was \$120,000; a bid of \$120,500 by Mr. Chung Joy Chuen, a Chinese merchant, secured the property to him as the purchaser. The firm of Messrs. Johnson, Stokes and Master acted as solicitors for the vendor.

A LEAP OVERBOARD.

SMART RESCUE IN SULPHUR CHANNEL.

The s.s. *Gregory Apar* (Captain S. H. Belton) left Hongkong at half-past six o'clock last night for Singapore. As she was going through the Sulphur Channel at Green Island, the *Apar* steamer passed the incoming Hongkong-Macao s.s. *Hing Lee* (Captain Mounsey). When the two vessels were abreast a Chinese passenger on the *Gregory Apar* jumped over the side. Apparently the man had changed his mind about going to Singapore and took the opportunity to leave the ship when the passing *Hing Lee* afforded him a chance of being picked up and taken back to Hongkong. His disappearance does not appear to have been noticed from the bridge of the *Apar*, but the man's action was observed by Captain Mounsey, who immediately swung round his steamer, whilst a boat was lowered and sent to the rescue. The man was smartly picked up but even then was in an exhausted condition. The *Hing Lee* then proceeded to her wharf, where the foolhardy man was handed over to Detective-Sergeant Murphy and taken into police custody.

THE PARTNERSHIP ACTION.

RECOMMENDATION BY COMMON JURY.

Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this afternoon the case was concluded in which Tang Wong Shi, married woman, of 22, Salt Fish Street, sued Lai Chi Chio, of the Cheong Hing Steamship Company, to recover the sum of \$5,265.68, amount due for monies lent and interest thereon under promissory notes. Plaintiff also claimed interest on the principal sum of \$1,200 and \$3,000 from the dates on which they were lent to payment or judgment. Defendant at the outset denied that he was ever a partner in the firm and asked for an issue to be tried. Mr. Eldon Potter, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. W. B. Hind, of Messrs. Britton and Hett, was for the defendant.

The jury was as follows:—Messrs. H. F. Hickman (foreman), J. Maxwell, C. Cooke, J. H. Barr, H. T. Palmer, C. R. Cruickshanks and H. Timmon.

Shortly after one o'clock, Counsel concluded his address to the jury and after the Judge's summing-up, the jury retired to consider their verdict. After nearly an hour, they returned with a verdict in favour of the plaintiff by a majority of four to three. The jury added a recommendation to their verdict to the effect that they wished to emphasize the fact of the necessity of compulsory registration of partnerships.

The Chief Justice—The same recommendation was made on previous occasions, gentlemen. Your recommendation will receive due consideration.

Mr. Potter—Ask that judgment be entered for the plaintiff with costs of the issue.

Mr. Slade—I ask for a stay of execution for a fortnight. We wish to appeal, as the verdict is against the weight of evidence.

Mr. Potter—I can't prevent the appeal, provided that the stay is granted on the usual terms.

Counsel's application was granted.

MUTINY ON A YACHT.

ATTACK ON OWNER AND OFFICERS WITH KNIVES.

A sensational occurrence is reported on board the yacht *Tolna*, belonging to and commanded by Count Festecca Tolca.

The count, his wife, daughter, and two lady friends were on board the yacht, and as it was nearing the coast of Madeira the crew mutinied, with the intention of looting considerable sums of money.

The mutineers attacked the two officers, whom they bound. Then they proceeded to the ladies' quarters. The count, however, who had been awakened by the noise, seized a brace of revolvers and placed himself in an attitude of defence against the door of the ladies' saloon. The mutineers attacked with knives, but the count opened fire and severely wounded two of the crew. The remainder retreated.

After considerable discussion, the two ring-leaders were placed in irons on condition that the rest were pardoned.

On arrival in Funchal the ring-leaders were handed over to the authorities, and the count, fearing a repetition of the affair, paid off the crew.

ALLEGED BREACH OF BILL OF LADING.

SHIPMENT OF HIDES FROM PENANG.

Before Mr. Justice Hareland, Acting Police Judge, in the Summary Court this morning, the Sun San Yeh firm joined the Navigators General Italian Steamship Company to recover the sum of \$700,528 damages for alleged breach of the conditions of a bill of lading with hides shipped from Penang to Hongkong on board the defendant's steamship *Ischia* in November last. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiffs and Mr. C. G. Alabaster, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, represented the defendant.

Mr. Looker stated that the defendants in their pleadings admitted that the hides when shipped at Penang were not in good order and condition and therefore he asked the Court to hold that he had made out a *prima facie* case. He quoted authorities in support of his contention.

His Lordship disallowed Mr. Looker's application.

In opening the case, Mr. Looker stated that they shipped on board the *Ischia* a bale of hide from Penang to Hongkong. There was a constant stream of leather flowing from Penang, Singapore and Siam. When they were put on board ship at Penang the leather was red to the eye and in good order and condition but on arrival at Hongkong the outside of the leather was found to be black instead of red. Evidence was taken on commission at Penang but nothing came out in the evidence to prove that the leather was in good order and condition.

Evidence having been called, the case was adjourned.

TIBET AND CHINA.

PRESENT SITUATION.

The Tibet Bluebook covers the period from 1904 onwards, and concludes with an extensive correspondence on the present situation up to the 4th of May, 1910.

Two Tibetan ministers repeatedly requested the despatch of a British officer to inquire into Chinese interference in the administration, and asked for an alliance similar to that between India and Nepal.

Sir Edward Grey instructed Mr. Mueller on the 8th April to inform China that Great Britain expects scrupulous respect for treaty obligations and will not allow administrative changes in Tibet to the prejudice of the integrity of Nepal, Sikkim and Bhutan.

"We are prepared," he says, "to protect their interests and also to press China to insist on friendly co-operation between its local authorities and our officers, since, without such friendly relations, of which there has recently been a marked absence, friction between the two Governments is certain."

Mr. Mueller is also instructed to impress China with the inadvisability of locating troops in the vicinity of the frontier in numbers necessitating corresponding movements on the other side.

A letter from the India Office to the Foreign Office, dated 29th April, details the restrictions on the trade in Indian tea in Tibet and intimates that Lord Morley proposed, if Sir Edward Grey has no objection, to authorize the Government of India to address the Tibetan Government thereon.

Lord Morley telegraphed to the Viceroy on 4th May that the Dalai Lama should be definitely informed that there can be no interference between the Tibetans and China on the part of his Majesty's Government.

Steps will be taken to enforce the Anglo-Tibetan and Anglo-Chinese Conventions, but only a *de facto* Government can be recognized.

The Book closes with a memorandum by the Wai-wai-pu, dated the 4th of May, announcing the cancellation of trade monopolies in Tibet, against which the Legation protested as a breach of the Lhasa Convention.—*Review*.

PORT ARTHUR.

ANOTHER ENTRANCE TO BE MADE.

According to the *Japan Mail* final plans have been drafted for converting Port Arthur into a suitable commercial harbour. The idea is to cut a wide canal across the isthmus of Tiger's Tail, and thus create a new entrance entirely for naval purposes. Pending the completion of this cutting, a large wharf will be built in the west harbour and the approaches to it will be dredged. The sum required for the first year's operation of these works is \$14 million yen.

This is not a new idea, by any means, as a similar proposition was advanced during Russia's occupation of the old Chinese naval port. Why the scheme was not carried out is a mystery, as it would have given the Russian war vessels an alternative exit and entrance during the blockade of the port and enabled them to make flank attacks on Admiral Togo's ships.

SUGAR growing experts in Gerinay, says the *Batavia Newsblad*, express a high opinion of the progress made by that branch of industry in Java. It is freely admitted, that, in the matter of cane sugar, Java stands first. It is said that planters excel those in other lands by business knowledge and up-to-date methods.

THE total amount of material excavated at Panama last February was 2,601,993 cubic yards of which 1,770,980 cubic yards was dry excavation, performed almost entirely by steam navvies. The amount taken out by the French was about 78,000,000 cubic yards. Under American auspices over 100,000,000 cubic yards have been removed, leaving 74,497,000 cubic yards still to be excavated.

CANTON OPIUM TAX.

BRITISH CONSUL ACCOUNTABLE FOR PRESENT POSITION.

In a leading article on 11th ult., the *Advocate of India* writes:—

It is to be hoped that the Government will take an emphatic line in the new dispute with China over the opium traffic. On Saturday we gave publicity to a cable which stated that the Hongkong Chamber of Commerce had telegraphed to the Legation at Peking that the opium trade had been absolutely demoralised by the Canton Monopoly tax and prompt action was necessary. The Consul-General had again called attention to the persistent violation of the Chefoo Convention, adding that it might lead to Great Britain revising the terms of the opium agreement. These vigorous protests have not come before time. We are certainly not going to war with China over opium, but there is no reason to believe that if the Indian Government impress upon the Imperial Government the necessity of sharp and decisive more this astute attempt to create a new monopoly will not be frustrated. The question of the morality of the opium traffic is in no way involved in this new situation. China will go on consuming opium the same as heretofore, but with a difference that India will be squeezed and reduced price paid for the drug. We would suggest to the Indian Government that as a preliminary move the sales be temporarily stopped, or the number of chests considerably reduced. Notwithstanding the fact that the trade has been paralysed by the move at Canton prices in India are still high. At the last sale Patna sold for Rs. 2,155 and Benares for Rs. 1,550 the merchants being practically forced to purchase when the Government offers opium for sale. What is to be remembered is that the holdstock bought at the recent high prices are yet to be disposed of.

The position seems to have arisen due to the fact that the British Consul took no steps to preserve the Chefoo Convention. The monopoly was given to a certain Chinese who immediately put on a duty of 30 dollars a chest. The duty is described as a "preparation tax," and the Chinese seek to justify their action by alleging that the new import is only to be borne by prepared opium. This is said to be levied on both native and foreign opium, but it is forgotten that the amount of native opium used in the two Kwang provinces is infinitesimal compared with the amount of Indian opium. The foreign opium bears the whole burden of the new import, and the excuse as to non-differential treatment is merely a bluff. As we have said we do not in any way seek to deal with the moral aspect of the opium traffic. On that head we have already a complete understanding with China which will in due course be settled out. But so long as the trade is in existence and regulated on the basis of a precise convention, to allow any tampering with those conditions for mere individual interests is pure weakness on the part of the British Government and its officials in China. There can be no possible doubt as to the object of the new duty. It is certainly not in the interest of checking consumption, in the merely and astute device for forcing down the price of the Indian opium in the interests alone of the monopolist. It is absurd to think that any sentimental forces will be roused in Great Britain or India by the insistence on the part of the Imperial Government of a scrupulous observance of the terms of the Convention. We have met China handsomely in her alleged effort to suppress the use of opium by her people, but this certainly cannot go the length of an infringement of treaty rights which would only have the effect of injuring those legitimately engaged in the trade. We cannot but think that pressure judiciously applied will speedily readjust the situation.

The publication at Simla of the Opium revenue figures, for British India, from the 1st of April to date, presumably the 30th of June, serves to recall the dismal prognostications of Sir Guy Fleetwood Wilson, Finance Member of Council, made when he submitted his financial statement for 1910-11 in February last. It will be remembered that on that occasion—memorable because of an unexpected enhancement of duty on certain articles of large importance—he told his colleagues that Imperial requirements demanded a provision of £50,257,800 against which there was an estimated revenue of £49,315,500 leaving provision to be made, in order to preserve bare equilibrium, of "close on a million sterling." To cover this deficit, and ensure a working margin, the Finance Member, carried through the Council his budget which involved enhanced duties on silver, tobacco, liquors, and petroleum estimated to produce an increased revenue of £1,000,000, and a readjustment of the stamp duties, which gave him another £1,130,000. Nobody attempted to saddle the responsibility for the financial depression of the day on Sir Fleetwood Wilson, for, as he said, it was pretty generally recognized that he did not sow the storm but reaped the whirlwind. At the same time the opinion was freely expressed in the Press of this country that the methods employed in recuperating our finances were unsound and also strongly expressed in these columns at the time. It is necessary to recall that in the large deficit, which it was believed would add to the provision for opium loaned largely. It had been the same in 1909-10, but at the end of that year the estimates were proved so far wrong as to be behind the actual revenue by about a million sterling. In 1910-11 it was estimated that the loss on opium would amount to £78,000. The estimated loss was based on the fact that the revenue on Bombay opium would amount to £1,000,000, and that on Malwa opium, it was stated "as the whole of the duty payable to us on the exports permissible up to the end of December 1911 has already passed into our Treasury." We do not budget for receiving any further dues on Malwa opium during the financial year 1910-11. The consequence is that as compared with the receipts during the current year we must prepare for a loss of £78,000. In passing it may be mentioned that the estimated price per chest of opium for the year was fixed at Rs. 1,775 on which valuation this huge proportion of the Imperial revenues was based.

ASTONISHING SHARE
TRANSACTIONS.DOCTOR IN FRANCE AND LONDON
FINANCIERS.

Some remarkable statements were made in Mr. Justice Darling's Court, on 11th inst., in a case in which Dr. Stanley Morison Rendell, of Mentone and Aix les Bains, a wealthy medical man, claimed from Paul Nassif and George Nassif, his brother, in respect of bills and moneys alleged to have been obtained by fraud and conspiracy. The Brothers Nassif were not represented in court.

Paul Nassif was said to be a Greek who described himself as a stock broker and a man of wealth, while his brother carried on the business of Sutherland and Co., in London. Plaintiff's counsel described the concern as "a bucket shop of the worst description."

Dr. Rendell is one of the leading English doctors in the South of France.

Plaintiff also claimed from Friswells (1906), Limited, and Sir Charles Friswell, for the return of three acceptances of £1,950 £1,000, and £187 10s, given by him to Sutherland and Co., negotiated by Friswell and Co. for Paul Nassif. There was, of course, no suggestion of fraud against these defendants. They were made defendants, said counsel, because they ought to have had the suspicious aroused that the bills were improperly obtained.

A LAM REPAIR.

In 1908 Paul Nassif was attended by the doctor at Aix-les-Bains, and borrowed £240 from him, which he returned. They next met on the train, between Mentone and Paris, when Nassif declared that he was a stock broker, and advised the purchase of Nundydroog mining shares. Later he opened an account, purporting to buy 500 of these shares at 25s. 6d. on margin.

It was alleged that he did not buy them, but got in cheque for £50, on account of £4,000, which he eventually obtained. At this time, said counsel, Nassif's account at Lloyd's Bank was overdrawn to the extent of £135. 8d. Later a bogus transfer was sent, and a further £50 obtained.

Then he advised £500 worth of Union Pacific, saying that he had a friend who was very intimate with Harriman, the American "Railway King." At this time, it was alleged, he had only £12 8s. 10d. in his credit, having spent all this money which the doctor had sent for the purchase of shares.

Mr. Stanley, plaintiff's counsel, said that Friswells (1906), Limited, were both lenders in second-hand cars and in travellers. If the owner of a car borrowed £175, say, he was given the option to repurchase at 9 per cent. interest. Nassif was off £150 on his car at 10 per cent, but if he spent £75 or £80 on repairs the interest would be reduced to 9 per cent.

On 6 March Nassif wanted more money, and Friswell's option on the repurchase of the car came to an end at about the same time, so George Nassif was sent to see Dr. Rendell. He told the doctor a story about a fire at the Nundydroog Mine and of Peruvian Pacific, which caused him to write to Paul Nassif. "Sell my Nundydroogs, and reinvest in Peruvians."

George Nassif did not tell the doctor that the Peruvian Company had come in an end in the previous July, said counsel, and that the Government had set it the line for debt.

The real Nundydroogs which the doctor had bought through his own brokers fetched £193, and a big bundle of the worthless Peruvian paper went to Mentone, where George Nassif told the doctor that he owed £7. This also was paid.

George Nassif next gave good accounts of Nundydroogs (at 24s. 10d.). Another "good thing" was East Rand. Amalgamated, a gold mine turned into a rubber farm.

SUTHERLAND AND CO.

The doctor took £100 worth of Nundydroog options, and also Union East Rands. The stock rose, and before settling time (1 June) the deal had been transferred by Paul Nassif to Sutherland and Co., which was George Nassif.

George Nassif again went to see the doctor, and advised him not to sell. While they were discussing matters, a telegram came from Paul Nassif.

Dividend of 10s. per share just declared on Nundydroogs, payable to holders at end of July.

The doctor held on to his shares, and was induced, said counsel, to give bills for them. These found their way into the hands of Friswells (1906), Limited, and Sir Charles Friswell, to whom Paul Nassif was indebted.

Before the adjournment counsel added that there was a warrant out for George Nassif's arrest, that Paul Nassif was an undischarged bankrupt, and that George was waiting to be adjudged bankrupt.

THE SAVING OF THE TRIESTE.

AUSTRIA'S APPRECIATION OF ENGLISH
HEROISM.

The details of the saving of the Trieste published in Vienna, on July 4, deepen the feeling expressed by the *Neue Wiener Tagblatt* that the captain and crew of the *Lauter Range* have established a claim upon Austrian gratitude. Commenting briefly upon the crew, the *Freundenblatt* writes:—

The whole of Austria will hear with deep thankfulness and inmost gratitude of the self-sacrificing effort made by the crew of the English vessel to save the Austrian steamer—an effort in which an English officer found a hero's death. By the play of chance a good part of the passengers of the Lloyd steamer were English, and they are, according to the news from Bombay, added to their praise of the devotion and efficiency of the Austrian crew.

The *Neue Wiener Tagblatt*, which is the only Austrian journal to publish a direct despatch from Bombay, writes:—The ready helpfulness and devotion of the English steamer *Lauter Range*, thanks to which the Trieste escaped the dangers of the exciting voyage, stand out in brilliant light, and the 14 men who were bound with electric saws that an engine of the English vessel lost his life in the work of rescue. The memory of the brave men will be held in honour.

THE COTTON SITUATION IN
BOMBAY.

As a rule it is difficult to arrive at a correct estimate of the stock of cotton in Bombay on a given date, but the estimate of the 1st October last is probably the nearest ever made, as the unsold stock and mill stocks were then so low, that the difficulty of estimation was reduced to a minimum. We may, therefore, infer that the actual stock of cotton on that date in all hands (i.e., mill stocks, exporters' stock, and unsold stock) did not exceed 200,000 bales, and that a reliable basis on which to work future estimates was then obtained. Receipts of cotton into Bombay since 1st October have produced a record, and up to the 14th July aggregated 3,112,000 bales. Last year's receipts from 15th July to 30th September were 42,000 bales, and we may safely take it that the receipts this year, during the same period, will not exceed 63,000 bales, thus bringing the total receipts this year to 30th September to 3,175,000 bales. Shipments from 1st October to 14th July reached 1,964,000 bales, and as shipments last year from 15th July to 30th September were 88,000 bales, we may calculate on as much going forward this year; in fact, things now point to this total being exceeded. At this figure, however, the total shipments to 30th September will be raised to 2,052,000 bales. We now come to the mill consumption and herein lies the crux of our whole estimate. We place this for the year, 1st October, 1909, to 30th September, 1910, at 1,880,000 bales, and in making this estimate we have taken the consumption at 100,000 bales less than it has been in any year since 1905 when the receipts have been on a fair scale. We have also borne in mind that some of the mills were not working during the early part of the year under review, and we have taken into account the loss in weight consequent on using the rain-damaged and inferior cotton which mills have been buying during the last few months, and which represents an increase in consumption of about 5 per cent. during the time it has been used. We, therefore, think no one will cavil at our estimate. The figures for up-country by rail we take at 30,000 bales. Putting the above figures in a tabulated form we arrive at the following:—

Stock of Cotton on 1st October, 1909.....	200,000
Receipts 1st Oct. 1909, to 30th Sept. 1910.....	3,175,000
Shipments 1st Oct. 1909 to 30th Sept. 1910.....	1,964,000
Mill Consumption, 1st Oct. 1909 to 30th Sept. 1910.....	1,880,000
Up-country by rail 1st Oct. 1909 to 30th Sept. 1910.....	30,000
Stock in Bombay in all hands 1st Oct. 1910.....	215,000

From the above it will be seen that the stock of cotton on 1st October this year will be practically the same as it was last year, and as our estimate of receipts from now until the 30th September may be taken as the maximum, while our estimate of shipments for same period will be the minimum, the stock will probably be less than the figures we give. It should be remembered that this stock will contain a fair percentage of unmerchantable cotton, as a large amount of more or less rain-damaged stuff has reached our market this year. We can scarcely hope to see new crop cotton available for mills in October as the small arrivals of Bengalis which may be expected that month will be chiefly on exporters' account. Mills would therefore do well to replenish their stocks while there is yet time, as cheaper cotton is not in sight, and the chances are distinctly in favour of a rise in the price of ready cotton between now and the end of October. The statistical position of old crop is strong, and the situation points rather to a strengthening of this position than to the chance of any weakening influence intervening, the more so as prices here have lately given way considerably. Regarding new crop it is too early yet to say anything. The crop has made a fairly good start, but the outcome will depend on the progress of the monsoon.—*Bombay Gazette.*

MISSING MENAGERIE.

AMUSING INCIDENT AT SCOTLAND YARD.

There was a flutter at the Lost Property Office of Scotland Yard the other day when a very distressed and charming lady, attired in a beehive hat and the lightest thing in skirts, stepped daintily in and sobbed in a pretty accent, *Mes éléphants, my elephants, I have lost them.*

"For a moment the officer in charge looked aghast. Visions flitted through his mind of wild elephants roaming the streets and charging panic-stricken crowds. Then the official habit asserted its sway. He held out a yellow paper. 'Fill up your form, please, miss.'

Amusement deepened as he read: 'white elephant with two little baby elephants; 1 bear (performing); 1 donkey; 1 dog.'

'Where did you lose this menagerie, miss? he managed to stammer. What were you doing with all those beasts.'

'Ah! They are not beasts. The white elephant was lovely, and the bear could stand on his head. Yes! On his head. I lost him in a taxi.'

After further explanation the solution came. The lady was Miss Leona, of the Alhambra, who had bought a consignment of toys for her little nephews and nieces in Paris. After purchasing the toys she drove to the Dover-street studios for a sitting, and left them in the cab after paying it off. On the advice of the studio manager she proceeded straight to Scotland Yard, and the loss property form which she filled in is probably one of the most remarkable in the archives of the Yard.

THE KING OF THE COCOS.

The *Times* obituary notice of Mr. Clunies Ross adds some hitherto unpublished details:—The islands were discovered in 1679 by Captain William Keeling, after whom the northern atoll was named. The southern or Cocos group appears to owe its nomenclature to the Dutch. Their history begins with the landing there, in 1855, of John Clunies Ross, the grandfather of George, who found them uninhabited. Mr. Frederic W. Jones, in a book shortly to be published under the title of "Coral and Atoll," sketches the history of this remarkable man, of his scarcely less remarkable son and grandson. The family took refuge in the Shellard Islands after the Jacobite troubles of 1715, and there John Clunies-Ross was born. He led an adventurous seafaring life for some years, in the course of which he fell in with one Alexander Hare, the eccentric son of a wealthy London watchmaker, upon whom the East had cast its spell, and whose dream it was to live the life of an Oriental monarch.

The motives of the two were very different. Hare had fallen into bad grace with his former employers, the East India Company, and was glad to seek a secluded portion of the globe where there were no creditors and no critics of his mode of life. Clunies-Ross, at a lover of the sea, desired a sea-girt home; but he had also a commercial aim in view. In these days Eastern spices, coffee, and pepper found a ready market but the crops arrived at the coast only twice a year, and the ships engaged in the trade had to await the convenience of the native merchants, since no reserve stocks were kept. Clunies-Ross thought that a man might buy very cheaply when crops were abundant, store the produce, and sell it at great profit to homeward-bound merchantmen. The Cocos Islands were to be his place of storage, and his vessel, the "Borneo," was to convey the produce between them and the Malay group.

The plan, however, did not work, and Clunies-Ross turned his attention to the coconuts of the island and their many useful products, particularly oil. These products still constitute the sole commercial asset of the islands. A thriving industry was soon set on foot and prospered attended the settlers, despite constant quarrels between the rival chiefs. Hare, who treated his people as personal slaves, soon found his facilities diminished by desertions to the other camp, and many of his women were carried off. Finally he retired to the Singapore, his courtiers, musicians, harem, and slaves having vanished. Clunies-Ross then laid claim to the whole group, which he ruled for 27 years, dying in 1854. The last years of his life were devoted to study and philosophical writing. It was during his "reign" that Darwin visited the islands in the "Beagle" in 1836. The great naturalist does not seem to have been very favourably impressed with the conditions he found there.

John George Clunies-Ross succeeded his father as chief of the Cocos. In his time the islands were first proclaimed British territory, their chief being appointed Governor. The change of status was nominal. The Governor married one of the islanders, Spina Dupong, a Malay of Royal Solo blood, who seems to have possessed great strength of character, and to be a fine child of her race. The six boys all received their education in Scotland. The eldest, George, was studying engineering at Glasgow when he was recalled to help his father in the work of re-establishing the industries of the islands after a severe cyclone which devastated them in 1852. He was born in 1812, and succeeded his father at the age of 33. Endowed with all the remarkable characteristics of his grandfather, George Clunies-Ross, he speedily secured the devotion of his subjects, in all those native arts and crafts he excelled. One of them, Iolo, a Malay, he married. Through her influence over the natives was strengthened. Iolo, like Spina Dupong, appears to have been a woman of high character and unswerving devotion. By the introduction of modern machinery and tools the prosperity of the islands was greatly stimulated. Groves of coco-nut palms were planted, and the oil was exported to Java for use in the lighthouses of the Malay Archipelago. Another cyclone devastated the Cocos in 1876, but under the direction and inspiration of the Governor the fortunes of the islands were restored. About this time another political change took place, this group being placed under the Government of Ceylon and Letters Patent granted to George Clunies-Ross. Six years later the Cocos were transferred to the care of the Governor of the Straits Settlements, and a Grant-in-Fee was given to their ruler.

Characteristic of the third ruler was the voyage to England which he undertook in 1855, in a schooner of 178 tons, which he himself had built, he embarked with his seven eldest children. His brother served as officer, and islanders formed the crew. The voyage round the Cape lasted six months, the two brothers keeping watch and watch about, and it is recorded as proof of their seamanship that the mainland was never once lowered, despite all kinds of weather. One other event in the career of George Clunies-Ross is worthy of note—an attempt to colonize Christmas Island. The colonists prospered for a time, but upon the discovery there of valuable deposits of phosphate of lime they had to retreat before the advent of commercial exploiters. In 1901 the seclusion of the coral islands was broken by the cable and the establishment on the islands of a staff to work it, but in their remoteness from civilization they still remain a little world apart. Money is unknown, and the parchment notes of George Clunies-Ross remain the sole medium of exchange. Moreover, in spite of the absence of police, and soldiery, perfect order prevails and crime is a rare thing.

Sydney Clunies-Ross, the eldest son of the late "Superintendent," succeeds his father in control of the islands.

SOME 7,000 acres of land has been applied for in Kelantan for rubber plantations. The applicants are Europeans, Chinese and Malays.

COMMERCIAL.

August 11th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagan.....	5/3
Anglo-Javas.....	Tia 15
Anglo-Malays.....	25/-
Batavia.....	71
Batu Tigas.....	—
Bentans.....	7/-
Bukit Kajang (pp.).....	63/-
Bukit Rajahs.....	—
Carey Uniteds.....	22/6 prem.
Castlefields.....	117/6
Changkat Serdangs.....	5/1
Cheras (part paid).....	18
Da. (fully paid).....	32
Damanasaras.....	162/6
Eastern Internationals.....	18/6 prem.
Fed. Selangors.....	—
Glennahys.....	52/50
Glennahles.....	—
Goldcoats.....	10/-
Golden Hopes.....	—
Highlands and Lowlands.....	117/6
Johore.....	17
Joch Kenneths.....	—
Jequies.....	—
Jonglanders.....	—
Kamplings.....	6/- prem.
Kuala Lumpors.....	130/-
Landros (fully paid).....	12/3
Landros (ppd.).....	—
Labus.....	—
Ledburys.....	80/-
Linggis.....	55/-
London Asiatics.....	12/3
London Ventures.....	6/-
Merlimans.....	7/6
Pajamas.....	5/4
Pegohs.....	5/9
Rubber Trusts.....	27/- prem.
Saggs.....	270/-
Sandycrofts.....	3/0
Sapongs.....	—
Seafields.....	—
Sekongs.....	30/- prem.
Shelfords.....	71/-
Singapore & Johore.....	5/4
Sumatra Parars.....	15/-
Sungei Chohas.....	57/6
Sungei Kapars.....	15/3
Tandjongs.....	—
Tangkahs.....	37/6
Toerangle.....	2/- prem.
Ulu Ransu.....	—
United Serdangs.....	115/-
United Singapore.....	5/75
United Sumatras.....	10/6
United Langkats.....	80/-

Plantation Rubber.....69 per lb.

SOME RUBBER NOTES.

We quote the following from *The Financial News*:—

"That there are still many pessimists on the labour question is without doubt; but that there is no need for a gloomy view of the general outlook, so far as regards plantation companies, I am convinced, from an interview I have had with a gentleman so well qualified to speak on the subject that his opinion is of value. The labour difficulty in the East, he said, is fast disappearing. Coolies have recently been flowing into the Malay States very freely, and the quarantine camps, into which they are compelled to go, before starting work, have for some time past been continually full. This, to a large extent, is due to the influence of those coolies who returning to their native villages with what, to them, are important sums of money spread the news among their people telling them what the work is like, how the conditions under which they are housed, kept, and generally looked after are improving greatly, and how they also may become small capitalists, adding, perhaps a little embellishment on the good qualities of this or that manager. As a direct consequence, kanganyas are now able to recruit labour with comparative ease.

The Chinaman—who is sufficiently enterprising to make his way to Malaya unaided—is also playing a greater part. Hitherto there has been a reluctance on the part of management to employ this class of coolie, owing to the higher rate of pay he demands; but it is now being recognised that an increased cash payment of perhaps 15 per cent. does not show as such in the actual working costs. The Chinaman, said my informant, is the best tapper in the world, and although he exacts a bigger payment per day for his services, he does much more work and is more intelligent, and readily trained.

The paucity of good managers would seem to offer a more serious food for reflection. The large increase in the number of plantation companies has not only occasioned a shuffling of managers, but has necessitated the appointment to responsible positions of men with much less experience than is desirable. There is evidence, however, that even this difficulty is being thoroughly grappled with partially by the appointment of well-known planters as visiting agents and partly by appointing to the white staff of an estate picked men of promise. The powers that be in an important group of companies have lately sent out quite a number of selected men, who have already obtained much of the necessary qualification in a thorough training at various agricultural colleges.

In these days of good prices for the raw material no effort is being spared to market as much rubber as circumstances will permit without injury to young trees. The manager of one well known plantation company, pending the arrival of up-to-date machinery, is said to be doing good work in turning out the product from his estate with the aid of a common machine.

To-day's
Advertisements.

STRAYED.

FROM "MOUNTAIN LODGE." The Peak, a BLACK OHOW PUPPY, without collar; age 5 months, the Property of LADY MAY. Finder will be rewarded. Hongkong, 11th August, 1910. (539)

WANTED.

AN ENGLISHMAN seeks employment in the Malay States, in Borneo, or elsewhere as ASSISTANT MANAGER in Tin Ore Mining, or Coffee and Tobacco Planting; has a thorough knowledge of Malay, Indian and Chinese.

Apply to—

I. P.
C/o Hongkong Telegraph. (537)
Hongkong, 11th August, 1910.

COLLEGIO DE SANTA ROSA DE LIMA.

A HIGH CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU.

Under the Patronage of His Lordship the Bishop of Macau.

THE CLASSES of the above Establishment will RE-OPEN on the 11th of September next.

The teaching of the foreign languages forms the principal feature of the College; all the teachers being European, Portuguese, English, French, and German are taught by skilled certificated teachers. There are four Portuguese lady teachers from Portugal, two English, two French, and one German, all possessing diplomas of Certified Trained Teachers.

Besides Languages, the girls are taught in their own Languages, Geography, History, Arithmetic, Religion, Morality, and Civility. Music, Vocal and Instrumental, Painting, Oil and Water colour; Needlework and Embroidery are taught by the same efficient staff of Ladies.

The Convent is situated at the East end of Praia Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the children are the objects of special care. A monthly report of the progress and behaviour of the girls is sent to the parents.

For terms, and further particulars, apply to THE LADY SUPERIORESS, Hongkong, 11th August, 1910. (540)

FOR SINGAPORE, PENANG AND CALOUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Capt. G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents, Hongkong, 11th August, 1910. (538)

Events Coming.

Friday, 12th August.
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammer's 8 p.m.

Saturday, 13th August.
Gymkhana, Race Course, 5.30 p.m.

Monday, 15th August.
Crown Land Sale, at P. W. D. 3 p.m.
Statutory meeting, Toerangle Rubber Co., 5 p.m.

Tuesday, 16th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Wednesday, 17th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.
Legislative Council meeting, 2.30 p.m.

Saturday, 20th August.
Hongkong Bank meeting, City Hall, at noon.
Aquatic Fête, V.R.C., 9 p.m.

Intimations.

LIMITED
DAIRY FARM CO.
THE
PRESSED BEER
and
CORNED BEER
CORNED PORK
Try our delicious

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated waters are used in the manufacture of our beer.

Partly guaranteed.

(Note Price List—)

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$12.00

per case 1 doz. pils.

\$13.50

(To be obtained at all Retailers.)

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. (455)

HONGKONG - SHANGHAI
INTERPORT SWIMMING
GALA
AT SHANGHAI.

SEPTEMBER 1, 2 & 3, 1910.

THE HONGKONG SELECTION COMMITTEE invites all candidates to practice in the V.R.C. Bath between 5 p.m. and 7 p.m. daily.

FRANK LAMBERT,
Hon. Secretary,
Victoria Recreation Club.
Hongkong, 9th August, 1910. (536)

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles\$6.30

Dozen\$4.25

Case 50 Bottles.....\$11.50

" 60 "\$13.20

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. (47)

CLUB WHISKY.

The best Whisky to drink in this climate. It leaves absolutely no after effects.

The Whisky with a FIFTEEN YEARS' reputation locally.

Price \$16 per case from

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central,

Hongkong.



Re-open 11th August 1910

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF CHINA" SATURDAY, NOV. 5TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). 71/10/.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43/.

Via New York 45/.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

13/

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG	FRIDAY, 12th Aug. 4 P.M.
SHANGHAI via NINGPO	ESANG	SATURDAY, 13th Aug. Noon.
TIENSIN	CHEONGSHING	TUE. DAY, 14th Aug. Noon.
SHANGHAI	KWONGSANG	TUESDAY, 16th Aug. Noon.
SHANGHAI, KOBE & MOJI	FOOSANG	FRIDAY, 19th Aug. Noon.
MANILA	LOONGSANG	FRIDAY, 19th Aug. 4 P.M.
SINGAPORE, PENANG & CALUTTA	KUTSANG	SATURDAY, 20th Aug. Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namany* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215. Hongkong, 11th August, 1910.

18/

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ORBU	"ORHUI"	11th Aug. 4 P.M.
SAIGON	"HANGHOU"	11th Aug. 6 P.M.
SHANGHAI	"ANHUI"	14th Daylight
ILOILO & ORBU	"KAIFONG"	15th Aug. 4 P.M.
MANILA	"TEAN"	16th Aug. 4 P.M.
CHIEFOO & TIENSIN	"HUICHOW"	17th Aug. 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIWAN"	18th Aug. 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED RATES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SORROW STEAMERS (Anhui, Chienan, Linan, Chinkuan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

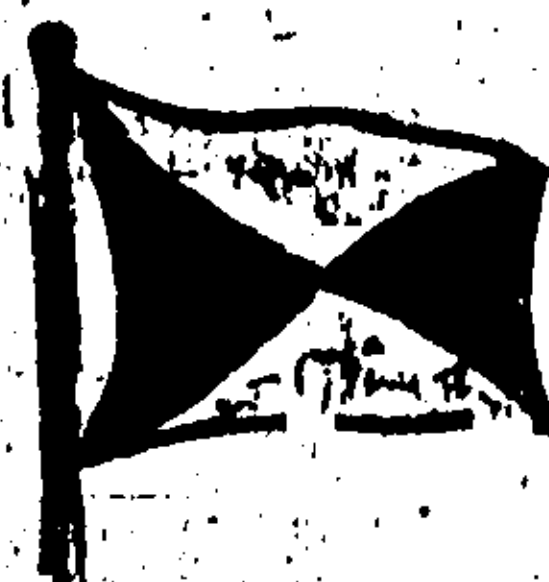
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 35. Hongkong, 11th August, 1910.

19/



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	5540	R. Rodgers	MANILA	SATURDAY, 13th Aug. at Noon.
LAURO	5540	A. Fraser	"	SATURDAY, 20th Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th August, 1910.

16/

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service) without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO. Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED. DAY, 7th Sept. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
KOBE (Direct)	"DAIGI MARU" Capt. H. Murayama	FRIDAY, 12th Aug. at Noon.
TAMSUI via SWATOW and AMOY	"JOSHIN MARU" Capt. Y. Yamamoto	MONDAY, 15th Aug. at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. H. Murayama	WEDNESDAY, 17th Aug. at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th August, 1910.

T. ARIMA, Manager.

16/

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUTA MARU, Capt. Wm. Thomson, Tons 9000 HITACHI MARU, Capt. N. Mathieson, Tons 7000 MITSUBISHI MARU, Capt. F. Murai, Tons 9000	WEDNESDAY, 17th Aug. at Daylight. WED. DAY, 31st Aug. at Daylight. WEDNESDAY, 14th Sept. at Daylight.
VICTORIA, B.C., & SEATTLE	SAITO MARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept. From KOBE
VICTORIA, B.C., & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th Aug. at 4 P.M. TUESDAY, 13th Sept. at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept. at Noon. FRIDAY, 30th Sept. at Noon.
BOMBAY via SINGAPORE AND COLOMBO	RIBGO MARU, Capt. S. G. Parsons, Tons 7000	TUESDAY, 23rd Aug.
SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 17th Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug. at Noon.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	THURSDAY, 18th Aug. at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Palace Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

16/

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Osama*, due in London on 2nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th August, 1910.

14/

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on SATURDAY, the 10th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th July, 1910.

15/

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GARMARTHENSHIRE"

Captain Daniel, will be despatched as above on or about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 9th August 1910.

13/

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain On/about

Redhill 3,880 H. E. Dowell 23rd Aug.

Sumner 6,235 F. S. Cowley 17th Sept.

Kumera 6,235 G. B. McGill 20th Oct.

Aymara 4,395 J. Boyd 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1910.

16/

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

FOR NEW YORK ONLY:

S.S. "BRAMMAR" (To sail hence on or about 26th inst.)

FOR BOSTON NEW YORK:

S.S. "LENNOX" (On or about 3rd Sept.)

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 9th August, 1910.

16/

Shipping—Steamer.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to OALIAO. Taking Cargo at through Rates to PERSIAN GULF and BAHAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 11th August, 1910.

16/

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th August, 1910.

15/

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARNARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they

Consignee.

NORDDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBERN" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of August, at 9.30 A.M. All claims must reach us before the 20th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD,
MILCHERS & CO.,
General Agents.

Hongkong, 9th August, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Mores*.
From Australia, &c., ex s.s. *Macedonia*.
From Calcutta, &c., ex s.s. *Nimrod*.
From Persian Gulf, &c., ex s.s. *N. and B.* & P. S. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd August, 1910.

For Sale.

FOR SALE

AT
GRACA & CO.
17, DES VOUX ROAD.ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books.
Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Ganges.
Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.
Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.
Hongkong, 15th January, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS.
from Shanghai, has re-opened his
FURNITURE STORE
at
No. 39, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.,
25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Wongshing, 4th August, 1910.

DOCT. RETURNS.

TAIKOO DOCK.

Yochon at Quany Bay Dock.
Machuria
Union
Machuria
Union
Machuria
Union

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	119 5/16
Do demand	119 5/16
Do 4 months sight	119 5/16
France—Bank T.T.	119 5/16
Germany—Bank T.T.	119 5/16
India T.T.	119 5/16
Do demand	119 5/16
Do 4 months sight	119 5/16
Shanghai—Bank T.T.	119 5/16
Do demand	119 5/16
Do 4 months sight	119 5/16
Yokohama—Bank T.T.	119 5/16
Do demand	119 5/16
Do 4 months sight	119 5/16

Shipping.

4 months sight L/C	119 5/16
6 months sight L/C	119 5/16
10 days sight San Francisco	119 5/16
10 months sight do	119 5/16
10 days sight Sydney & Melbourne	119 5/16
10 months sight do	119 5/16
4 months sight France	119 5/16
6 months sight do	119 5/16
10 months sight do	119 5/16
4 months sight Germany	119 5/16
6 months sight do	119 5/16
10 months sight do	119 5/16
Bank of England rate	119 5/16
10 months sight	119 5/16

SHIPPING AND MAILS

MAILS DUE.

French (<i>Villa de la Clot</i>) 14th inst., p.m.	
Indian (<i>Fookshing</i>) 15th inst.	
American (<i>Chito Maza</i>) 19th inst.	
Indian (<i>Kumsang</i>) 21st inst.	
American (<i>Asia</i>) 23rd inst.	

The Ben Line s.s. *Dandara* from Leith Middleboro and London, left Singapore yesterday for this port.

The H. A. L. s.s. *Standa* left Foochow on the 10th inst., noon, and may be expected here on the 11th inst., a.m.

The C. P. R. Co's s.s. *Empress of China* arrived Yokohama at 7 a.m. on Wednesday, the 10th inst., and is again at noon, same day for Kowloon, where she is due to arrive at noon on Thursday, the 11th inst.

THE WEATHER.

On the 11th at 11.10 p.m.—Pressure remains low over China, and the barometer is still falling along the coast, particularly in the North. Pressure is relatively high over the S. part of the China Sea.

The Japanese returns for this morning are not in hand.

Fresh S. and S.W. winds may be expected in the Formosa Channel, and along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.56 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, fresh; squally, thunder showers.

2.—Formosa Channel, S. and S.W. winds, fresh.

3.—South coast of China between Hongkong and Lamook, Same as No. 1.

4.—South coast of China between Hongkong and Hainan, Same as No. 1.

Shipping.

Mathilde, Ger. s.s., 831, Chr. Uldrup, 15th Aug., Halphong and Hoibow 10th Aug., Gen. and Pigs. J. & Co.

Loyal, Ger. s.s., 1237, R. Wegner, 11th Aug., Canton 6th Aug., Coal—S. W. & Co.

Cleanances at the Harbour Office

Landrat Schlegel, for Swatow.

Choying, for Swatow.

Samson, for Singapore.

Loyal, for Hongkong.

Shanai, for Saigon.

Chaoan, for Shanghai.

Choying, for Shanghai.

Yushun, for Shanghai.

Samson, for Bangkok.

Landrat Schlegel, for Bangkok.

Zuweit, for Samara.

Petchaburi, for Bangkok.

Passengers departed.

Per *Goeben*, for Shanghai—Mr. Ip Shun Kam and family, Misses Gown, C. Y. Kwok, Mrs. E. Wong and son, Misses Wong, Kwok (2), Mr. and Mrs. S. L. Kwok, Messrs. H. Beyer, Tang Ming Hun, J. M. Wong, W. S. Lee, Ahlong, O. Heram, J. Howard, Miss Deamond, and Mr. and Mrs. Jones. For Koba—Nagasaki—Mr. C. Green. For Koba—Messrs. P. O. Breen, Leong Chun and Chai Wah Sheng. For Yokohama—Mrs. Stevenson, Messrs. J. Jaussen, H. Deck, Latchman, J. B. Batten and H. R. Tamm.

Ships Passed The Canal.

12th July—*Japan*, *Stella*, *Spacia*, *Vormars*.

15th July—*Flotter*, *Idomarus*, *Pera*, *Suzuki*, *Indrawadi*, *Tunkai*, *Sengambla*, *Yarra*, 19th July—*Bandar*, *Boruo*, *Glasgow*, *Goben*, *Hallas*, *Illyria*, *Liberia*, *Peking*, *Sootra*, 22nd July—*Althol*, *Kamo*, *Maru*, *Villa de la Clot*, *Kilma*, *Maru*, *Yokohama*, 26th July—*Cliff*, *Woo*, *Yokohama*, *Yokohama*, 29th July—*Yokohama*, *Yokohama*, *Yokohama*, 31st July—*Yokohama*, *Yokohama*, *Yokohama*, 1st Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 24th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 25th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 26th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 27th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 28th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 29th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 30th Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 31st Aug.—*Yokohama*, *Yokohama*, *Yokohama*, 1st Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 24th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 25th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 26th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 27th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 28th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 29th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 30th Sept.—*Yokohama*, *Yokohama*, *Yokohama*, 1st Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 24th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 25th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 26th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 27th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 28th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 29th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 30th Oct.—*Yokohama*, *Yokohama*, *Yokohama*, 1st Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 24th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 25th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 26th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 27th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 28th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 29th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 30th Nov.—*Yokohama*, *Yokohama*, *Yokohama*, 1st Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 24th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 25th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 26th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 27th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 28th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 29th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 30th Dec.—*Yokohama*, *Yokohama*, *Yokohama*, 1st Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 2nd Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 3rd Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 4th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 5th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 6th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 7th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 8th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 9th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 10th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 11th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 12th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 13th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 14th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 15th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 16th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 17th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 18th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 19th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 20th Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 21st Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 22nd Jan.—*Yokohama*, *Yokohama*, *Yokohama*, 23rd

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000 \$500,000	\$2,028,988	2 1/2% for half year ending 31.12.09 @ 82 1/91 = 3.5.11	5%	\$250 sales 29 1/2
National Bank of China, Limited	99,925	7	6	4,000 \$1,000,000	\$30,553	\$2 (London 3/6) for 1909		\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,183 \$202,793 \$118,000	none	\$10 for 1908	6%	\$172 1/2 sellers
North China Insurance Company, Limited	10,000	15	15	Tls. 225,000 Tls. 135,553 Tls. 140,500	Tls. 207,573	Final of 7/6 making 15/- for 1908	5%	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$124,448 \$105,240 \$71,285	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6%	\$245 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,364	\$77,637	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7%	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$25	\$1,000,000 \$550,348 \$101,168	\$438,406	\$6 and bonus \$2 for 1908	7%	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$426,238	\$27 for 1908	8%	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$57,745 \$230,000	Dr. \$37,777	\$2 1/2 for 1908		\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,800 \$250,000		2 1/2 for year ending 30.6.1908		\$27 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$507,500 \$105,545 \$19,100	\$127,766	Final of \$1 1/2 for account 1910	8%	\$31 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$138,100	\$37,822	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 35. 134		\$63 sellers
Do. (Deferred)	60,000	15	15	\$138,100	\$37,822	3rd 10. of 3/- per share (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. 09	5%	95/- a. & 91/- b.
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$200,000	\$192,994	A dividend of 7% for yr. ending 30.4. 1910	5%	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$71,850 \$68,681	\$1,150	A bonus of 5%	4 1/2%	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$82,630	Dr. \$8,090	\$10 per share for 1909	6%	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100		Dr. \$125,293	\$5 for 1897		\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,038	Tls. 10 for year ending 31.5.09		Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$215,000 \$84,590	\$1,435	Final of 1/6 making 3/- for 1909	9%	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year		Pa. 12
Ramb Australian Gold Mining Company, Limited	150,000	1	1	\$4	none	\$1 per share 19th dividend	5%	\$7 1/2 sales
Oriental Consolidated Mining Co., Ltd.	500,000	G 510	G 510	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15		\$41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.08		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$31,993 \$10,000	\$264,847	\$2 1/2 for 1909	4 1/2%	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$227,000 \$1,000,000	\$124,745	Interim of \$1 1/2 for account 1909		\$51 aa. & a.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,237 Tls. 50,400 Tls. 125,000	Tls. 6,161	Final of Tls. 3 making Tls. 6 in all for 1. 9/10	6 1/2%	Tls. 77
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100		Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7%	Tls. 117
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000	Tls. 4,314 \$24,041	Tls. 6 for year ending 29.2.09 \$1.20 on old and 60 cents on first new issue. \$2.60 on old shares and 1.30 on new shares	5 1/2%	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$546,475	\$1,277	for half year ending 31.12.09	2%	\$104 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000	\$27,794	Final 3 1/2 making 37 for year end. 31.1.09	7%	\$98
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$5,471	45 cents for 1909	6%	\$8 sales & 8 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$5,850	\$269	\$2 1/2 for 1909	8 1/2%	\$32 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none		Interim of Tls. 5 for 1910	6 1/2%	Tls. 112
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 125,045 Tls. 30,000	Tls. 63,969	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2%	\$39 1/2 buyers
West Point Building Company, Limited	12,500	\$50	\$50		\$1,958			
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2%	Tls. 120 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	\$9,553	50 cents for year ending 31.7.08	8%	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 31.9.09	12%	Tls. 62
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 11,178	Tls. 4,829	Tls. 6 for 1909	7%	Tls. 68 1/2
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 11,178	Tls. 11,178	Tls. 25 for 1909	10%	Tls. 340
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500 \$40,000	\$648	15% per share for 1908		\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12		NIL	60 cents for 1909	6%	\$9 1/2 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	\$61,128	10 cents for year ended 31.2.08		\$140 sellers
Do. (Special shares)	50,000	\$1	\$1			80 cents for 1909	9%	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$1,000	\$1,893	\$1.20 for year ending 31.7.09	6 1/2%	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,893	Final of 40 cents making in all 75 cents per share for 1909	10%	\$6 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000	\$4,990	12 per cent. via \$1.40 for 1909	12%	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$20 sales & b.
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$12,798	Final of \$8 for 1909	6 1/2%	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7,626	Final of \$1 making in all \$2 for 1909	9%	\$21 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 61,924	Tls. 316,682	and interim dividend of Tls. 12 1/2 for 1909	5%	Tls. 1,400 s.
Matteuchopp, or Miller, Bosch & Co. Landowner's plantation in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$30,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2%	\$14 sellers
Peak Tramway Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None		\$11 buyers
Peak Tramway Company (new)	50,000	\$10	\$10			Final Tls. 5 making Tls. 8 for 1908	2%	Tls. 165 sellers
Philippine Company, Limited	75,000	\$10	\$10	Tls. 14,810 Tls. 75,000	Tls. 5,350	First year		\$20 sellers
Shanghai-Sumai Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	none	none	None		\$800
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares	50 Halphen Nominal	25 Currency	none	none	None		Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$21,090 \$27,86	None		\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	none		10% for year ending 31st May 1910	10%	\$5 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,956	none	60 cents for year ending 31.12.08	8%	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$45,000	\$344	60 cents per ord. share for year ending 31.5.09	5%	\$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,941	35 cents for 1909	11%	\$3 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$300,000 25,000	\$2,018	None		\$7
William Powell, Limited	15,000	\$7		none	\$782	None		\$2 1/2 sellers

Intimations

COMPANIA GENERAL DE TABACOS

DIE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £5,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

Hotels.

BAND I BAND II BAND III
AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and July, 1910.

Intimations

A. TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$5 per animal.
At Kowloon, \$5 per animal.

A. TOO STABLE.

Leighton Hill Road.

Hongkong and March, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

15, D'ARVILLE STREET,

HONGKONG.

Hongkong, 1st September, 1910.